



MIDDLE TENNESSEE CHAPTER NEWSLETTER

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Communications Committee

Letter from the Chair -Kim Shinn

Busting the Cost Myth remains our theme for the year. Green buildings cost their owners less than comparable “brown” or “gray” buildings. In March, Ralph Velasquez showed us how a vegetated green roof can be the lowest life cycle roofing choice – lower energy costs and longer roofing membrane life being the most significant factors in that calculation. Green design is full of such examples, where an intelligent, informed examination of alternatives will consistently lead us to choices that yield the lowest life cycle cost for our buildings.

Unfortunately, life cycle, systems approaches are rare in our industry. For reasons that are too arcane to explain (or understand), most building owners do not make the connection between the money spent to design and build a building (capital dollars), and the money that is spent for operation and maintenance (overhead expense dollars), and the money spent on salaries and benefits (labor dollars). If you examine the total cost to keep a building going for 40 years, design and construction account for about 2 cents on the dollar, operations and maintenance account for about 6 cents, and salaries and benefits of the people occupying that building account for 92 cents of that dollar. Isn't it powerful to think how decisions made in that 2 cents part of the building's cost have such profound effects on the other 98 cents? Who wouldn't spend an extra one-tenth of a cent in design and construction if it would save a penny in operating and maintenance costs and a nickel in labor and benefit costs? To put it another way,

investing an extra \$500,000 in the design and construction of a \$10 million dollar construction project could easily result in operating and maintenance cost savings of \$5 million and \$25 million in labor and benefit costs during the life of the building – saving enough money to pay for the building and two others just like it.

During a “Successfully Market Your A/E Firm Green Building Practice” webcast this past week, sponsored by Zweig-White, the “business information experts for the AEC industry”, the presenters made the point that designers and constructors need to understand the business math of our clients. Our clients typically don't think in terms of months or years in payback on an investment – they think of measures like internal rates of return (IRR) or rate of return on investment (ROI). If we can show our clients that investing in their capital projects can yield a higher ROI than comparable investments in the financial markets, it makes selling the idea of features like vegetated roofs, daylight access and lighting controls, geothermal heat pumps, and low-VOC finishes much more simple and straightforward. If you want to learn more about this webcast, follow this URL: <http://events.zweigwhite.com/audio/audrec.asp>. “Successfully Market Your A/E Firm Green Building Practice” was broadcast on April 13, 2006.

Dream big. Design bold. Do good – math, that is.

Kim





Preview of May Meeting - John Tettleton

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- Copy Editor

Our thanks go out to Ralph Valesquez for his terrific presentation on Vegetated Roofs at our March chapter meeting. Ralph has the rare quality of being both highly informative and entertaining all at the same time. It is also worth noting that Ralph remained very accomodating through several schedule changes, so please express your persoanl thanks when you see him.

The topic for our May chapter meeting will be Underfloor Air Systems. Underfloor Air Systems deliver

critical benefits for LEED certification and sustainable building design: healthy indoor environment, excellent thermal comfort, acoustically quiet operation, energy efficient performance, easy maintainability, and aesthetic appearance. Mark Murray, Tennessee District Sales manager for York/Johnson Controls, will speak about the benefits achieved when underfloor air delivery is utilized in high performance buildings.

-John Tettleton

Disc Golf Challenge 2006 - Paul McCown

The first ever USGBC Middle TN Chapter Disc Golf Challenge was held on April 21st ...and will be held again on May 20th due to the poor weather we experienced on the 21st. The event on the 21st had 30 participants, most of whom were first-timers to the sport of disc golf. A great time was had by all, and the event raised \$2,450 to further the mission of the USGBC.

The overall winning team was comprised of Jamie Qualk, Matt Brown and Patrick Block who scored one throw above par. They won gift certificates worth \$50 to Cracker Barrel Old Country Store. Michael Duncan with SSRcx won the Closest to the Pin contest for a three month membership to the YMCA. All other participants won various discs and T-shirts.

We'd like to thank all of our sponsors for their support and for making the event possible. Prizes given away

were donated by TLC Engineering for Architecture, Cracker Barrel, and the YMCA of Middle TN. Special thanks also goes to Turner Universal who brought out 10 of the 30 participants.

The event will be held AGAIN at Two Rivers Park, (off Briley Parkway at the wave pool) on May 20th. Registration will begin at 11am and the event will start at 12 noon. The style of play will be "best disc" with teams of up to four.

Call now to reserve your spot.

For more information about the event or to become a sponsor contact Paul McCown at pmccown@ssr-inc.com or 615-460-0538.





Thanks to Our Disk Golf Sponsors!

Annual Sponsors



Event Sponsors



Pin Sponsors





Sustaining Our Momentum - Jamie Qualk

Today the USGBC and the LEED program are more widely understood than ever before. Just a couple of years ago, many of those in the construction industry were not clear as to what this idea would mean for the future of the way we construct offices, schools and homes. Now, the implications are clear.

This chapter, in conjunction with the national organization and over fifty other chapters, has done an excellent job spreading the word about the necessity of this movement. Currently we have quite a bit of momentum but we are not

anywhere near our goal as an organization. We must continue to work as hard as we have over the past couple of years for as long as it takes to make sure these ideas are incorporated into the standard processes of construction.

What we are seeking is a complete transformation of the construction industry. Not only are industry insiders coming on board but the general public and various government entities have started to take notice. The ideas we have put forth not only make sense with regard to environmental and health concerns but indeed are the right thing to do

economically. As our chapter has continued to state this year, LEED does not necessarily cost more to include in typical construction budgets. We are not only changing the way things are done in our industry but we are also changing the way people think about the environment, their communities and business.

Jamie Qualk
Communications Chair

LEED AP TRAINING

The objective of this workshop is to give the student a review of the information that is included in the LEED Accredited Professional (LEED AP) Examination given by the US Green Building Council. This workshop is focused on preparing for, taking, and passing the current (LEED-NC version 2.1) LEED AP Exam. The exam will change in late summer or early fall to reflect the version 2.2 changes. Accreditation under version 2.1 will be honored for version 2.2 projects.

The session last 4.5 hours and covers the following topics:

- LEED registration and certification process
- LEED professional accreditation process
- LEED prerequisite and credit requirements

The session qualifies for 4 hours required for professional engineering "Area of Practice" continuing education by the Florida Board of Professional Engineers (which is half of the hours required every two years). Participants will receive a certificate of completion, and Florida registered engineers will have those CE hours reported to the FBPE.

We will start the class at 12:30, will serve a healthy snack and will finish by 5:00 pm. We will hold the class in Trane's training room.

The cost is for Chapter members is \$150. Non-members pay \$225.



A Better Way to Roll

- Eric Saner



Out with the Girls:

Having been an avid bicyclist since the '70's, I did not want to stop riding after I had twin daughters. For two years a Trek double trailer filled my needs, but when daughter #3 came along, I had to get another single trailer and connect one behind the other so I could take all three in trailers to the park or store by myself or to concerts in the park with my wife (using a tandem for the adults).

The twins turned four last August and daughter #4 was born in September, so I suddenly did not have enough trailers for all my daughters and the twins were ready to share the effort. While I was aware of using a child stoker kit to adapt a tandem so that a child could pedal from the back, I was not too keen on the idea because I didn't want to deal with the wailing and flailing that would come from one twin having to ride in the trailer while the other would get to ride the bike. Then I saw a picture of a rare cantilevered stoker kit and built one myself, so that I could put both twins on the tandem and pull the two other girls in the two trailers. The middle stoker position can be easily changed over for my wife and we can all go to the park to play or watch a concert.

We've ridden the tandem/triple for the last few months and find it invaluable for taking the girls for an outing, to soccer practice or games, to the pool or to the park. It is much faster and more convenient than a car for trips within our subdivision or any other subdivision or park next to the community bike path.

This month's household help column is not focused on helping your house, at least not directly. Instead, it is devoted to introducing a 100% emissions-free vehicle that gets better gas mileage than a Toyota Prius and will change your life for the better. The vehicle is called a bicycle. The lowly two-wheeled contraption that most of us discarded after age 16 is in reality a viable alternative to driving a car.

While it is impossible for many of us to imagine now, there was a time in our country's not too distant past in which our societal structure was not dependant on automobile transportation, as it is today. However, during that span of time our perception of distances and how we should travel them has brought many people to believe that it is necessary to drive a car (truck, SUV, etc.) to any destination, no matter what the distance. The pervasive growth of urban sprawl has only fueled this phenomenon, leaving some people with regular highway commutes of an hour or more, forcing them to travel by car.

Nevertheless, despite the conditions of our current perceptions, riding a bicycle instead of driving a car is very feasible in many – even most – instances. To prove this, find a map of Nashville that includes the area where you live and draw two circles on the map using your home as the center, one with a two mile radius and the other with a 5 mile radius. Then plot on the map places you travel to on a regular basis: work, school, daycare, grocery store, church, library, etc. You may be surprised to see how often you drive a car to places that are very short distances from where you live. Destinations within those distances are easily reachable by bicycle, even for someone with a busy schedule, or less than desirable leg muscles. Longer distances just become easier the more you ride.

"But wait," I can hear the mass of objectors scream, "I have to take my child to school in the morning and carry their lunchbox and my laptop and briefcase, and I would be hot and sweaty when I get to work, and I have to pick up groceries on the way home, and then take my child to soccer practice, and then attend a church meeting after supper, and how will I talk on my cell phone if I'm riding a bicycle?!"

There can be many initial fears and hurdles to overcome when replacing the duties of a car with a bicycle. The reaction is probably not too dissimilar to what architects and builders can experience the first time they are challenged by LEED guidelines. But, just as effective sustainable design involves comprehensively reshaping one's understanding of traditional design and building strategies, so too does replacing one's car with a bicycle require reshaping one's understanding of things such as time, distance, life's necessities, the capabilities of a bicycle, and the privilege with which we can control the allocation of the Earth's natural resources.

Part of the difficulty behind reshaping one's opinion of bicycles is that bicycling is often viewed as either an activity for children or as a sport. This perception is encouraged by bicycle retailers and manufacturers who tend to offer bikes only designed for racing either on or off road. Very few high quality commuting/utility bicycles that are suitable as car replacements are available. The sport-only perception of bicycles is also perpetuated by the popularity of athletes like Lance Armstrong – who I last saw endorsing Subaru cars in a TV commercial. Do you think Lance rides a bicycle to the grocery store? On the other hand, perceptions can change, and the USGBC is encouraging that process by offering a LEED point (SS 4.2) for projects that include bicycle racks and a place for commuters to shower and change clothes.

Once you are committed to cycling, one of the greatest challenges can be how to carry stuff on your bike. I choose to ride an Xtracycle (www.xtracycle.com), but other types of racks, bags, baskets, and trailers are available to accommodate nearly anyone. The Internet is a great place to find tips from cyclists on overcoming other bicycle challenges like inclement weather, riding with traffic, and bicycle maintenance. Nashville has some great bicycle shops worth going to for help as well, such as Bike Pedlar, Cumberland Transit, Nashville Bicycle Co., and Gran Fondo.

A Better Way to Roll

- Eric Saner *continued*

As with most challenges in life, the key to success is to tackle one thing at a time. I'm not suggesting you should sell your car (yet), but start by choosing the closest frequent destination to your house and ride a bicycle there once a week. You are likely to find that besides saving money on gas (2.89/gal. last I checked), avoiding traffic headaches, improving your health, helping the environment, and helping to stabilize world politics, you will actually have a lot of fun – all of which can be a great help to any household.

My SUB



Four bags of groceries, three pumpkins, a plastic bin, and a passenger



Local Statistics:

Middle Tennessee Chapter Members	129
Middle Tennessee Accredited Professionals	147
Middle Tennessee Certified Projects	2

Would you like to:

- be a member?
- be an accredited professional?
- register and certify your building?

Visit us at www.usgbc.org/chapters/middletennessee/



Green Tie Gala

The Middle Tennessee Chapter
of the
US Green Building Council invites you to
Join Us
at

The First Annual Green Tie Gala

October 26, 2006, 7 p.m.

Location to be determined.



Enjoy Cocktails, Dinner, and Live Entertainment
Featuring Keynote Speaker Rick Fedrizzi,
US Green Building Council founding chairman,
current president, and CEO.

Help promote awareness of sustainable design and practice in
the built environment and our community while raising mon-
ey for the local USGBC, a not-for-profit organization.